

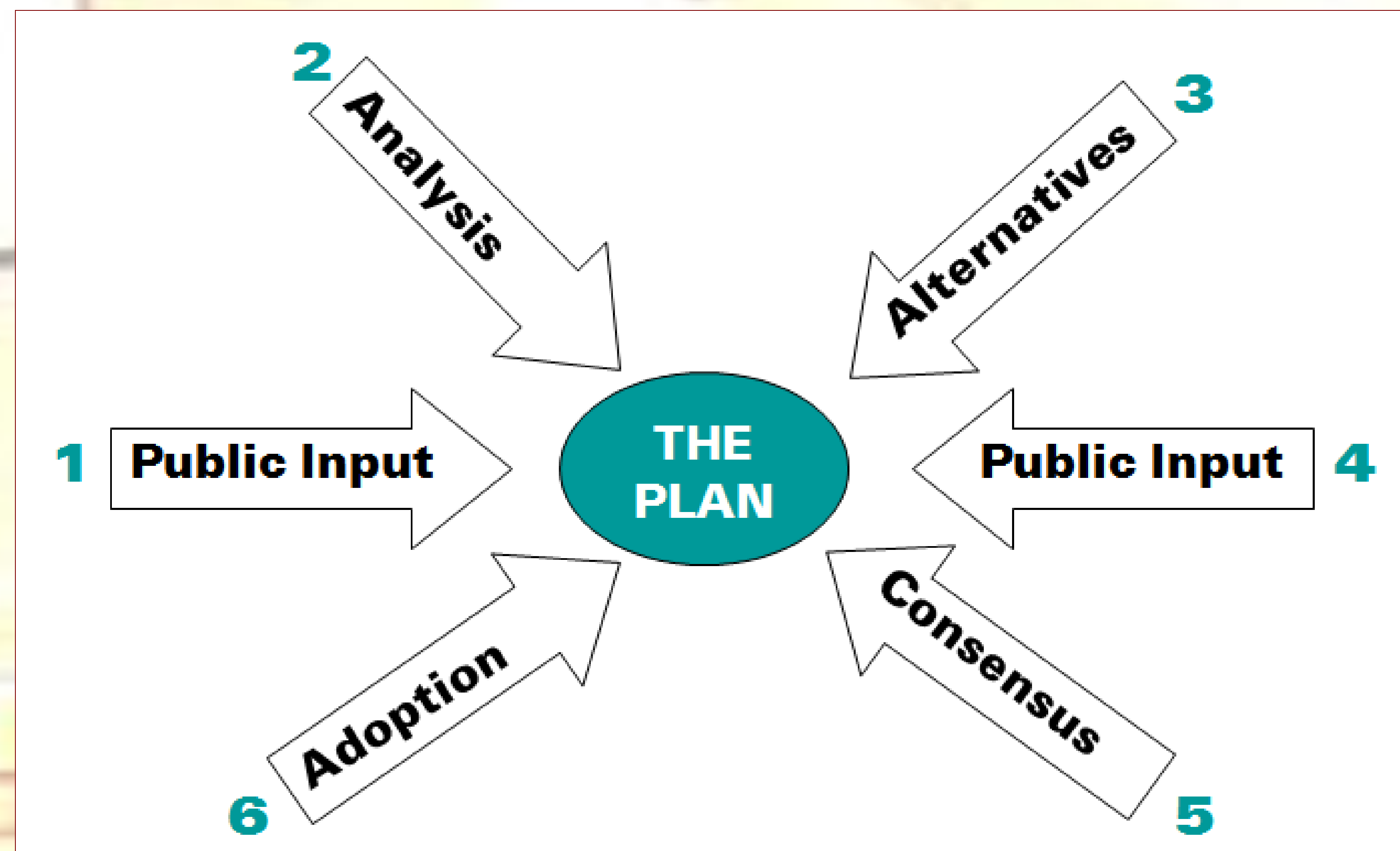
GREATER HILLTOP PLAN AMENDMENT

DRAFT Plan Open House



Summary of Planning Process

- ❖ The planning process to update the 2001 Greater Hilltop Plan began in February 2009, initiated at the request of the Greater Hilltop Area Commission. The draft plan amendment refers to the 2008 Hilltop/West Broad Corridor Market Analysis and the 2005 West Broad Street Economic Development Strategy throughout.
- ❖ The planning process includes data gathering and analysis, alternative concept analysis, consensus through community participation, draft plan preparation, and eventual final plan development and adoption.



- ❖ A Working Committee consisting of various stakeholders in the neighborhood was formed and met to assist in guiding the planning process. Three public workshops were held over the course of the planning process, including an issues and opportunities workshop, visioning workshop, and finally the draft plan open house.

Plan Amendment Role & Function

- ❖ Assists neighborhood in reaching consensus on development related policies and standards
- ❖ Amendment focus is on land use and urban design policies that will serve as a basis for evaluating development proposals
- ❖ Provides guidance on implementation
- ❖ Does not address safety, code enforcement, or other community development related issues

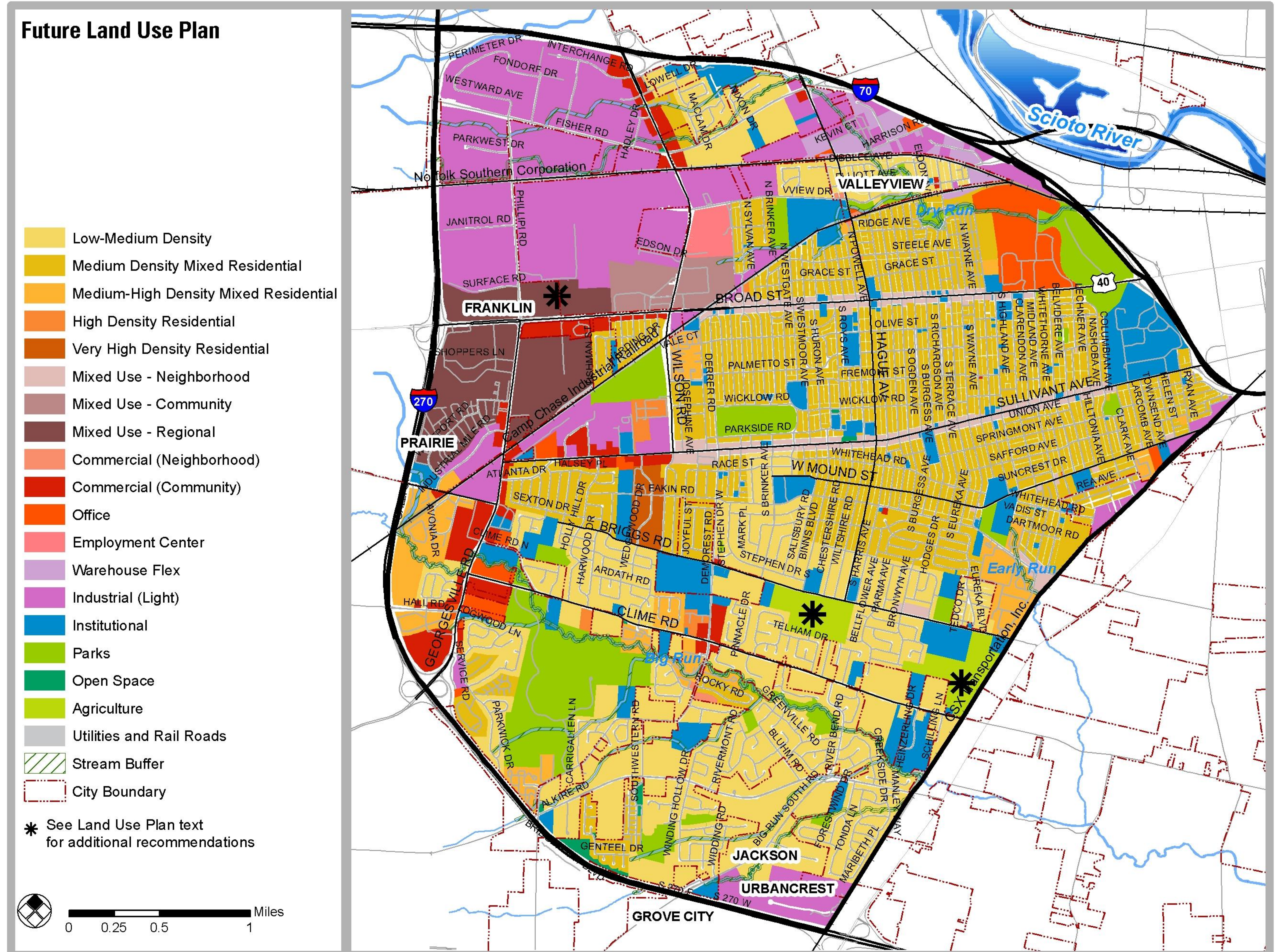
Identified Priorities & Issues

- ❖ General Business Development
 - ❖ Broad Street
- ❖ Appearance of Area in General
 - ❖ Sullivant
 - ❖ Broad
- ❖ Environmental Resources/Open Space
- ❖ Residential Development

GREATER HILLTOP PLAN AMENDMENT

Key Recommendations

Land Use

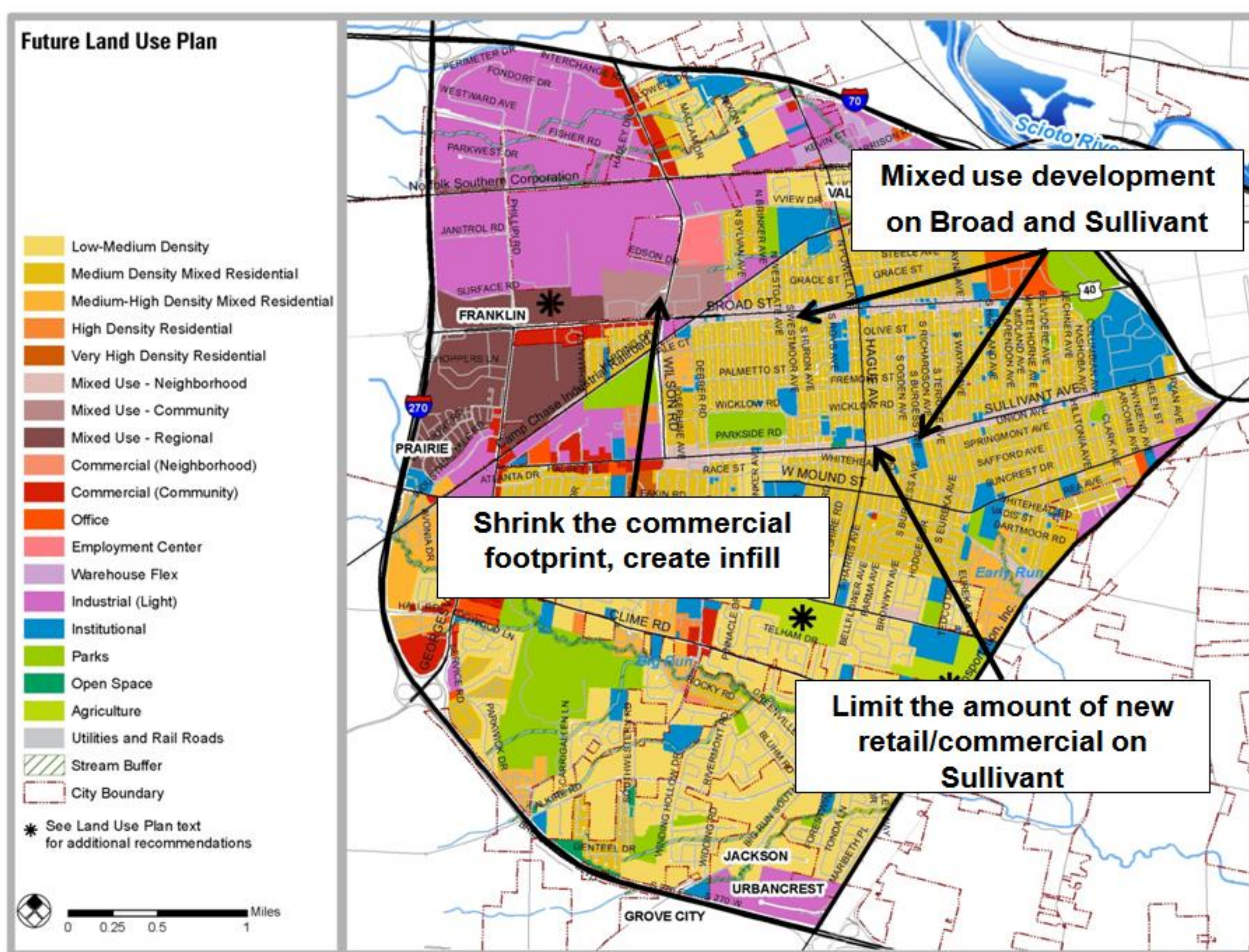


- ❖ Community-scale mixed use (retail, office and multi-family) is recommended for the northeast and northwest corners of West Broad Street and Wilson Road. Support continued use of larger retail centers with possible infill of additional retail, office, or multifamily.
- ❖ North Hilltop – east of Wilson Road, north of railroad tracks: Support existing mix of land uses, with the portion east of Hague Avenue primarily light manufacturing. Limit retail to locations of existing retail on Hague Avenue. As opportunities arise, enhance buffering and screening (landscaping) to minimize potential conflicts and protect the streams with a buffer, as shown.
- ❖ North of West Broad Street: Support mix of existing land uses with Medium Density Mixed residential as the primary land use. Protect the streams with a buffer as shown as opportunities arise.
- ❖ Southeast corner of Wilson Road and Valleyview Drive (northern half of Greater Western Shopping Center): Employment Center uses are recommended.
- ❖ Northwest quadrant of the Sullivant Avenue and Wilson Road intersection: Support continued mix of current land uses. Limit retail to existing retail locations. Existing light manufacturing sites should continue as light manufacturing or office related uses. Light manufacturing, office, or flex office should also be considered for existing retail sites. As opportunities arise, utilize buffering and screening (landscaping) to minimize potential conflicts between land uses.

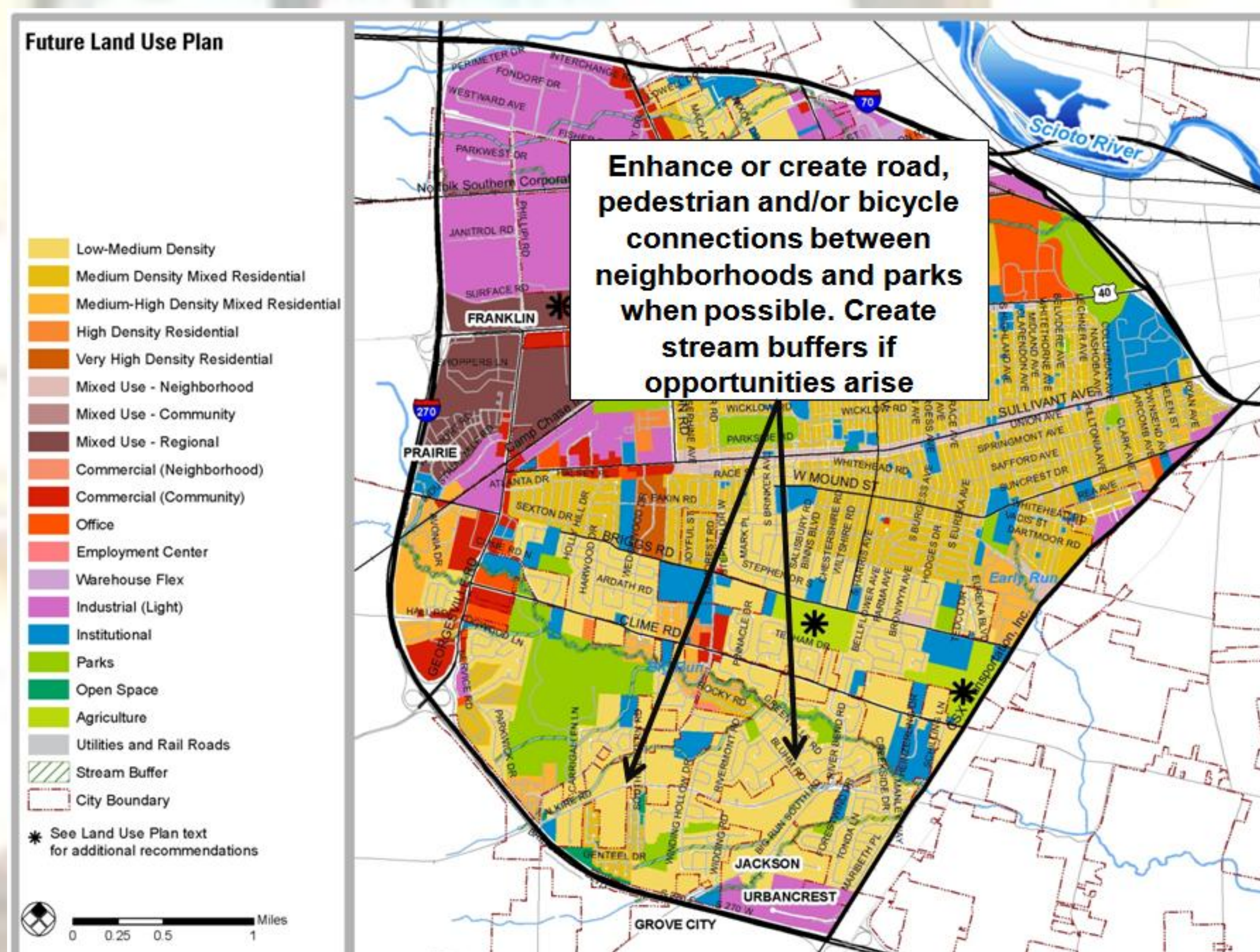
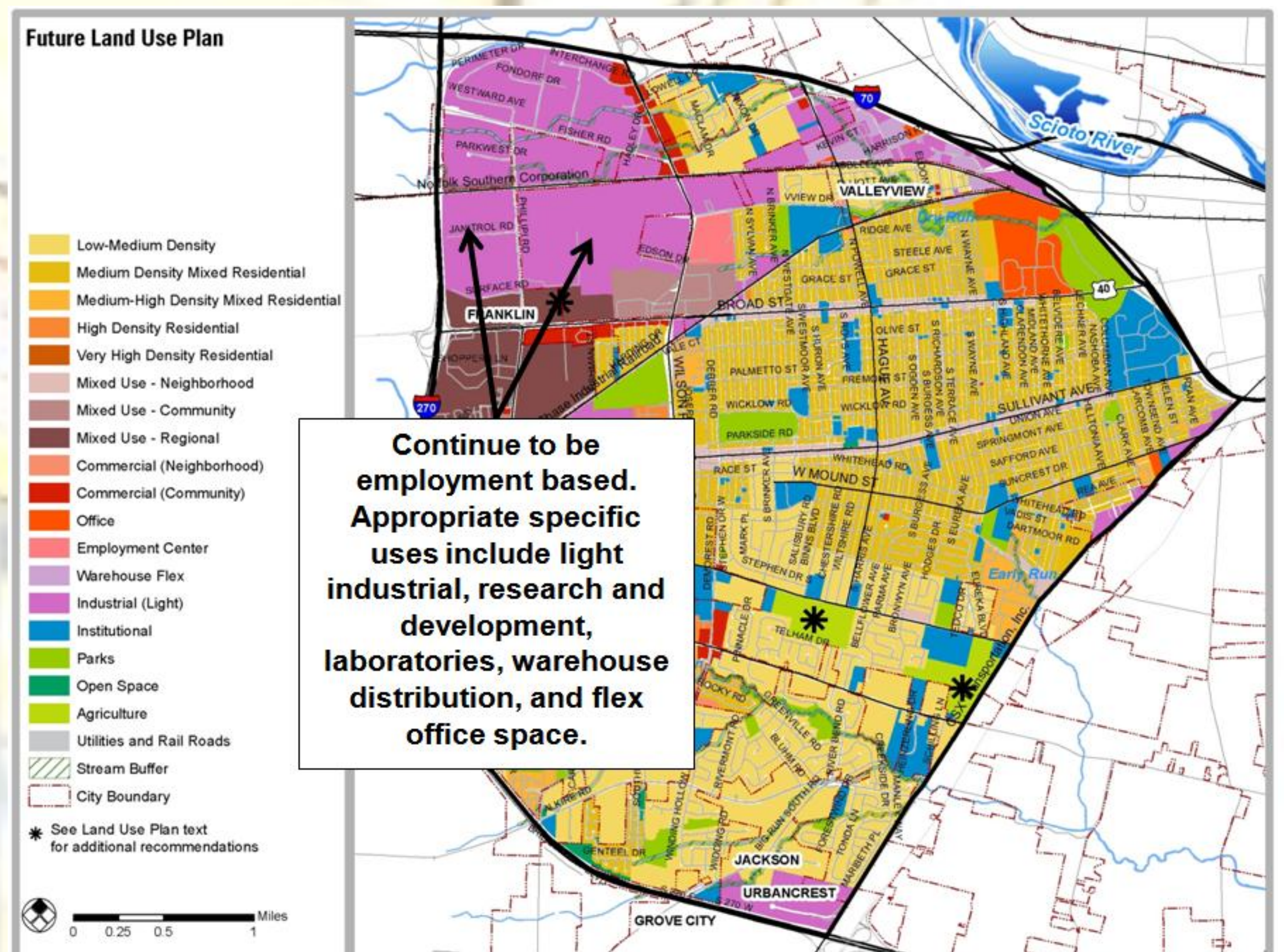
GREATER HILLTOP PLAN AMENDMENT

Key Recommendations

Land Use



- ❖ The vacant Delphi site is recommended for regional-scale mixed use in anticipation of a redevelopment of the site as a regional entertainment center. In the event that the site is not redeveloped into a mixed use site, Employment Center uses are recommended.

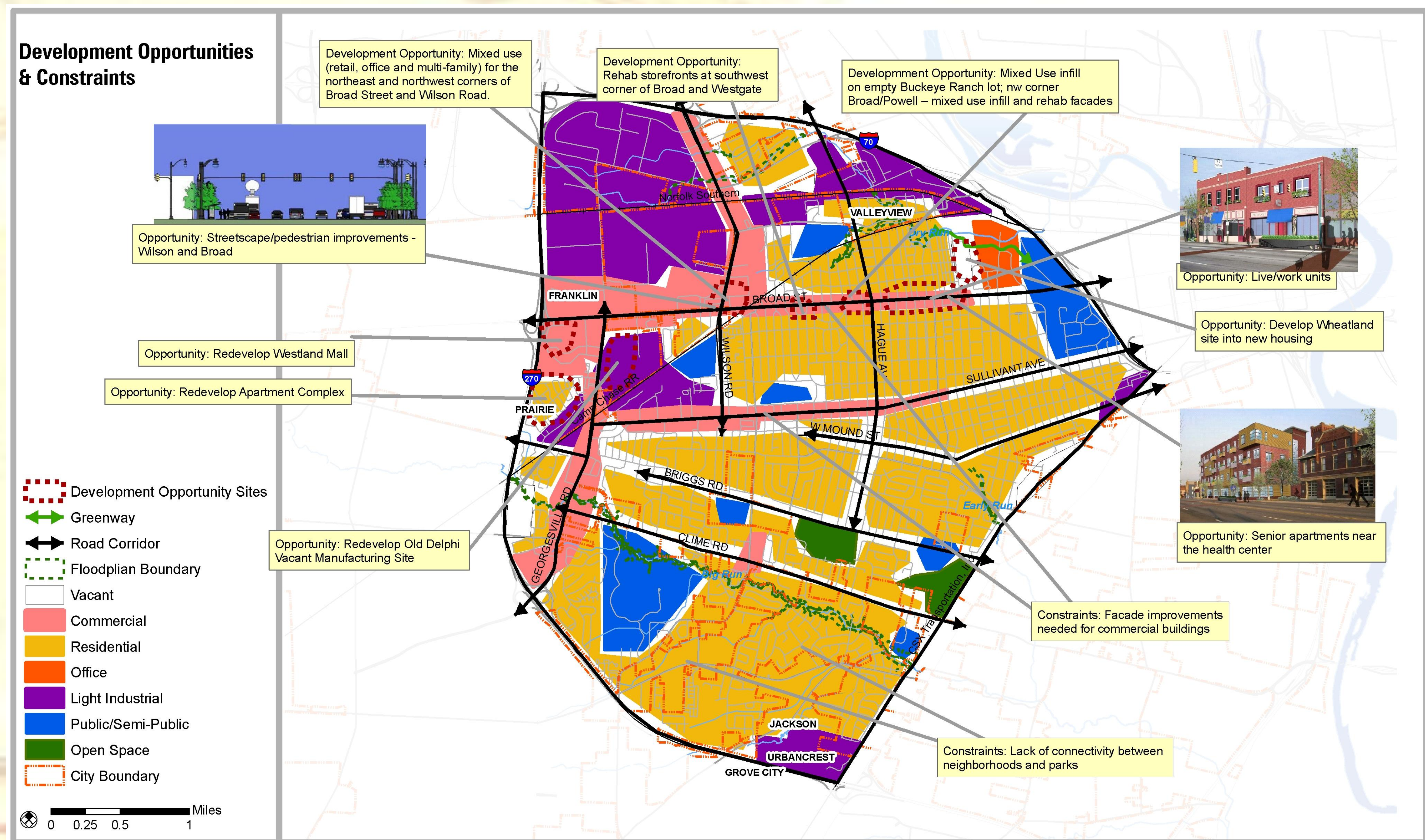


- ❖ Farmland on Briggs Road: Support existing use of crop farmland. In the event farming ceases, support single-family of Low-Medium Density residential with connections to surrounding neighborhoods and existing street grid where possible.

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Key Recommendations

The following locations have been identified as development opportunities or constraints:



- ❖ **Wheatland Site (east of Wheatland Avenue/north of West Broad Street).** This site has been cleared and has undergone environmental remediation to prepare the site for future residential development. The city has initiated the development process in the past on the site; however progress has stopped prior to identifying a developer. As with the past efforts, future development of the site will take place in conjunction with community involvement.
- ❖ **Senior Apartments/Condos near Health Center.** The Highland West Vision Plan identified the possibility of locating senior apartments/condos on the West Broad Street corridor in close proximity to the new Columbus West Family Health and Wellness Center.
- ❖ **Live/Work Units on West Broad Street).** The Highland West Vision Plan identified the possibility of developing storefronts and second story units into live/work units to revitalize the corridor and create business opportunities and employment.
- ❖ **West Broad Street and Powell Avenue Intersection.** The northwest and southwest corners of the West Broad Street and Powell Avenue intersection present two development opportunity sites. The northwest corner is a vacant site, where a prior building was demolished, which would provide a key infill site. The row of buildings adjacent to the vacant site, have redevelopment potential through façade improvements. The southwest corner of the intersection consists of excess parking for the Buckeye Ranch facility and small commercial strip which could be redeveloped with infill.
- ❖ **Northwest /Northeast Corner of West Broad Street and Wilson Road.** Mixed use (retail, office, and multifamily) are recommended for the northwest and southwest corners of the West Broad Street and Wilson Road intersection. Support continued use of larger retail centers with possible infill of additional retail, office, or smaller scale multifamily.
- ❖ **Wingate Villages Apartments (formerly Lincoln Park West).** The 1,712-unit apartment complex south of Westland Mall suffers from a high vacancy rate and in some cases with entire apartment buildings that are vacant.
- ❖ **Southern Portion of Hilltop.** The southern portion of Greater Hilltop is largely residential in nature and suffers from a lack of connectivity between neighborhoods and parks.

GREATER HILLTOP PLAN AMENDMENT

Key Recommendations

Urban Design

Residential Development

- ❖ High density multi-family or mixed use/multi-family uses should be located on Broad and Sullivant. These density recommendations below are to be used as general guidelines. Each development should be judged on its own merits and must consider the specific site and the site's context (adjacent uses and development pattern). Some developments may merit a higher density, but specific rationale for support of such higher density should be provided.
- Residential densities along Broad should range from 16-45 dwelling units per acre.
- Residential densities along Sullivant should range from 16-24 dwelling units per acre.
- Proposals that include the highest end of the density ranges should include structured parking and be located at primary intersections and particularly scrutinized in regard to their contribution to street level activity, relationship to adjacent neighborhoods, building materials, and architecture.
- Multi-family or mixed use/multi-family development should include design treatments such as the use of front stoops and/or porches, having primary building entrances fronting the street, the use of balconies that face the street, small plazas, etc to ensure they contribute to street life.



- ❖ New housing design, housing additions and garages should be compatible with adjacent nearby housing design, and measured in terms of similar height and width, setbacks, but does not need to be duplicative of historic style.
- ❖ The primary facade of new housing should face the public street.
- ❖ Any new garage should be located behind the house if the site is accessed by an available alley. Otherwise, garage door openings facing a frontage should not exceed 40 percent of the width of the house façade (including the garage).
- ❖ Leadership in Energy and Environmental Design (LEED) - green building technologies, are encouraged for residential buildings.
- ❖ Multi-family developments with 20 units+ should have more than one building type and/or façade option, providing a variety of façade treatments.
- ❖ New houses should include front porches that are at least eight feet deep.
- ❖ Landmarks are recommended to be preserved and protected from the adverse impacts of adjacent development. The Greater Hilltop community should undertake a study, with the assistance of the city's Historic Preservation Office, to determine Historic Register eligibility of Greater Hilltop properties and to follow-up that study with nominations to the register (Greater Hilltop Plan).
- ❖ New construction should complement adjacent landmarks by taking visual and design cues, and should not visually compete with adjacent landmarks.

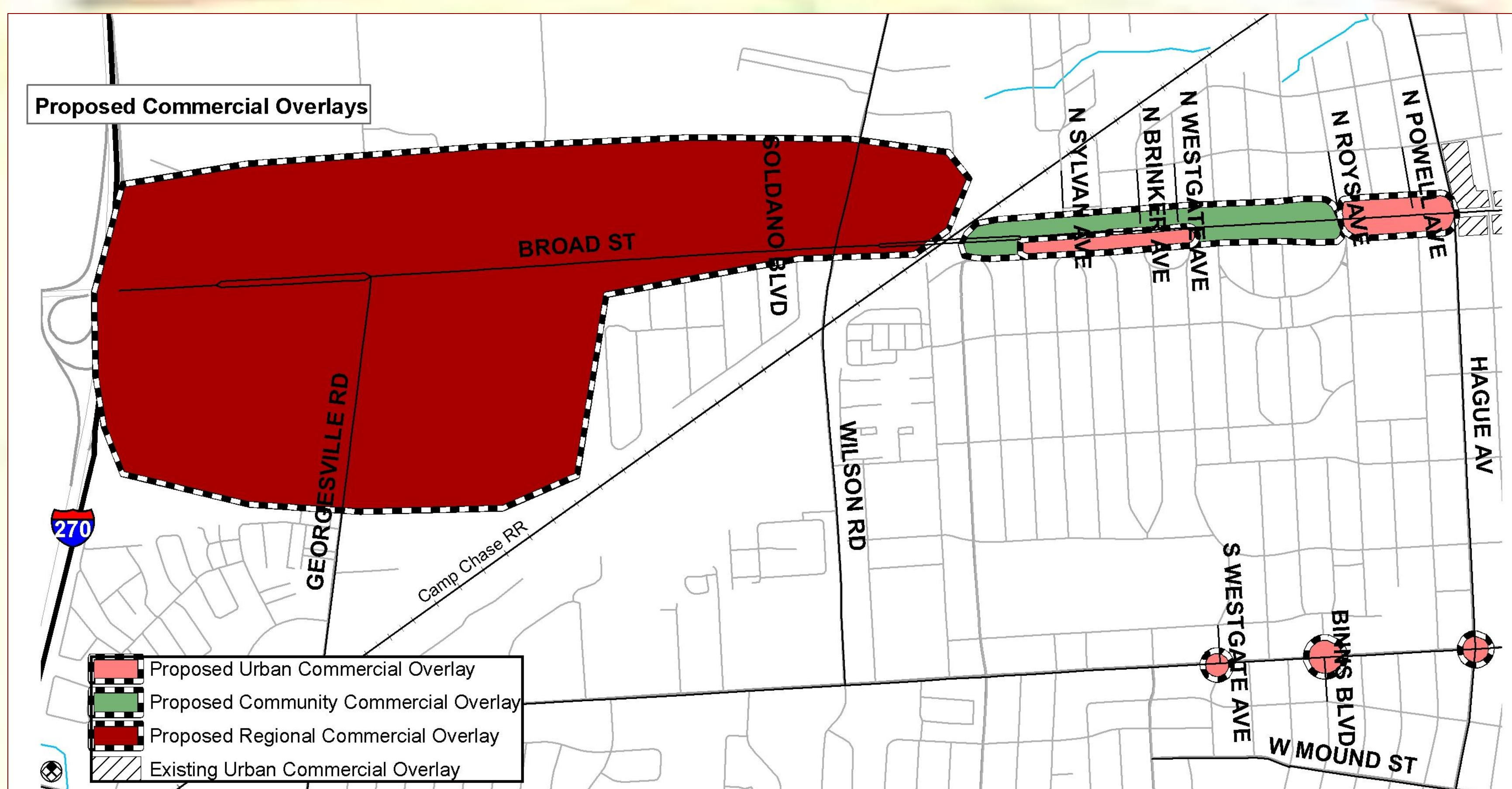
GREATER HILLTOP PLAN AMENDMENT

Key Recommendations

Urban Design

Commercial Development

- ❖ In context with its location, all development should be landscaped and buffered as appropriate.
- ❖ Landscaping should be used to support storm water management goals for filtration, percolation and erosion control, including rain gardens.
- ❖ All parking lots visible from roadways should be screened with a minimum three-foot-high continuous wall, decorative fence or hedge that reaches a minimum 75% opacity within five years in urban locations. Walls should reflect building architecture and material.
- ❖ Parking should not dominate street frontages. Parking areas should be screened by buildings and landscaping.
- ❖ Where the parking area faces or is across the street from a residential or a commercial district, a landscaped buffer strip containing a wall, fence, hedge, and/or other plant material should be provided along the parking setback.
- ❖ Landscaping should be used to support storm water management goals for filtration, percolation and erosion control, including rain gardens.



- ❖ A consistent level of detailing and finish should be provided for all sides of a building ("four-sided" architecture).
- ❖ Flat, plain building walls should be discouraged. This should be accomplished through the use of changes in color, materials, or relief, such as the inclusion of beltlines, pilasters, recesses, and pop outs (offsetting planes). Building surfaces over 20 feet high or 50 feet in length should be relieved with a change of wall plane or by other means that provide strong shadow and visual interest.
- ❖ Front elevations for retail buildings should be divided into increments to mimic traditional storefronts, consist of 50% or more glass windows at the street level and utilize a variety of treatments and human scale details.
- ❖ Taller or denser development is not necessarily inconsistent with older, lower density neighborhoods but must be designed with sensitivity to existing development.

- ❖ Parking reductions may be appropriate for higher density, mixed use projects along Broad Street and/or other commercial areas served by transit.
- ❖ To the extent possible parking should be located to the rear or side of a building.
- ❖ Shared parking arrangements should be encouraged, particularly between users with differing peak hours. Shared parking may only be implemented if a mechanism can be developed that is recognized and enforced by both the property owners and city of Columbus.
- ❖ Allow parking two lots deep on the north or south side of Broad Street where there is an existing alleyway if the development adheres to Urban Commercial Overlay (UCO). (West Broad Street Economic Development Strategy)
- ❖ Restore on-street parking between Highland and Clarendon Avenues (if supported by the Mobility Plan).
- ❖ Parking lots are recommended to incorporate Low Impact Design (LID) features to minimize their impact on nearby waterways.

- ❖ Consider the development of additional commercial overlay designations:
 - ❖ Urban Commercial Overlay, Community Commercial Overlay or Regional Commercial Overlay on portions of Broad.
 - ❖ The Urban Commercial Overlay may also be appropriate for key intersections with commercial or mixed use development on Sullivant Avenue.
- ❖ Signs are recommended to be placed and sized on buildings such that they are in keeping with the scale and size of the building facades and general streetscape so as not to obscure or interfere with architectural lines and details.
- ❖ Freeway, pole signs, billboards, "sign benches," roof signs, larger overhanging signs, LED and other such electronic or digital signs, or excessively large signs that interfere with visual character are discouraged.
- ❖ Buildings should be designed to address the street and enhance the pedestrian experience. Examples include the use of outdoor dining areas, transparent windows, or other means that emphasize human-scale design features at the ground floor level.
- ❖ Building facades facing public streets should incorporate an entrance door. Buildings located at a corner should orient the main entrance to the corner instead of to one of the two abutting streets.

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Key Recommendations

Urban Design

Industrial/Manufacturing Development

- ❖ Loading and delivery service areas:
 - ❖ Should be located and designed to minimize their visibility, circulation conflicts, and adverse noise impacts to the maximum feasible extent.
 - ❖ Should be screened with portions of the building, architectural wing walls, freestanding walls, and landscape planting.
- ❖ Parking should not dominate street frontages. Parking areas should be screened by buildings and landscaping.
- ❖ Where the parking area faces or is across the street from a residential or a commercial district, a landscaped buffer strip containing a wall, fence, hedge, and/or other plant material should be provided along the parking setback.
- ❖ Landscaping should be used to support storm water management goals for filtration, percolation and erosion control, including rain gardens.

- ❖ Where a manufacturing district is contiguous to a residential district:
 - ❖ A landscaped buffer strip at least 25 feet wide should be provided containing a wall, fence, earthen mound, hedge and/or other plant material along the side and/or rear boundaries of the lot abutting residential district.
 - ❖ Such a buffer strip should be protected by a galvanized wire link fence, at least five feet in height or a wooden fence or a masonry wall or other landscaping may be substituted for the screening and wire link fence.
- ❖ Where a manufacturing district is contiguous to a commercial district:
 - ❖ A landscaped buffer strip at least 15 feet wide should be provided containing a wall, fence, earthen mound, hedge and/or other plant material along the side and/or rear boundaries of the lot abutting commercial district.
 - ❖ Such a buffer strip should be protected by a galvanized wire link fence, at least five feet in height or a wooden fence or a masonry wall or other landscaping may be substituted for the screening and wire link fence.



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Key Recommendations

Urban Design

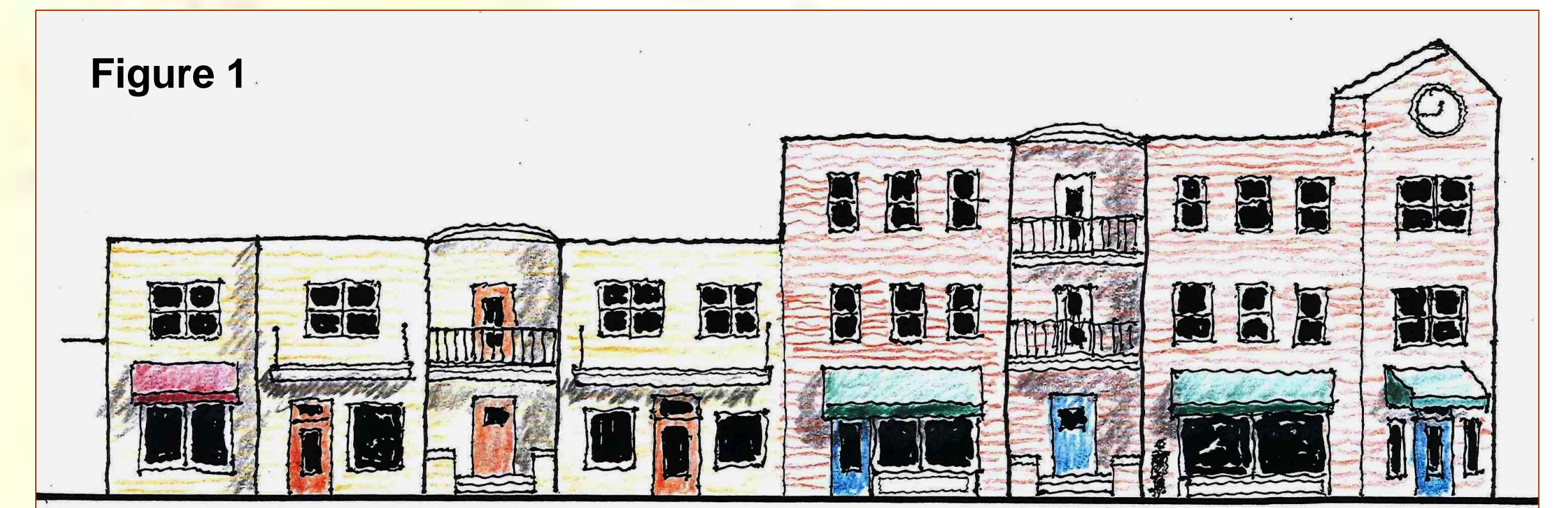
Development Opportunity Sites

- ❖ The plan presents three development concepts:
 - 1) Northwest corner of the W Broad St and Powell
 - 2) Southwest corner of the W Broad St and Powell
 - 3) Great Western Shopping Center area (Broad & Wilson)

- ❖ Staff analysis and public input suggested that these sites presented future development opportunities. It is important to note that the city does not own these sites, nor does it plan to acquire these sites. The design concepts are meant to illustrate a vision for future development.
- ❖ Each development concept is consistent with the development guidelines from the plan.

Northwest Corner of the W Broad St and Powell Ave Intersection

- ❖ Multi-story buildings that potentially include retail, office, residential uses.
- ❖ The building is set 10 to 15 feet from the edge of the street to create wide sidewalks. (Figure 1)
- ❖ Access is provided both at the street level and from the existing alley, and parking is provided to the rear of the building.
- ❖ Parking under the building for the residential units is also a possibility.
- ❖ Balconies are used to create activity on the street.
- ❖ The public indicated strong support for this concept during the planning process. Guidelines consistent with those illustrated in this concept are recommended for future development along West Broad Street (east of the railroad overpass).

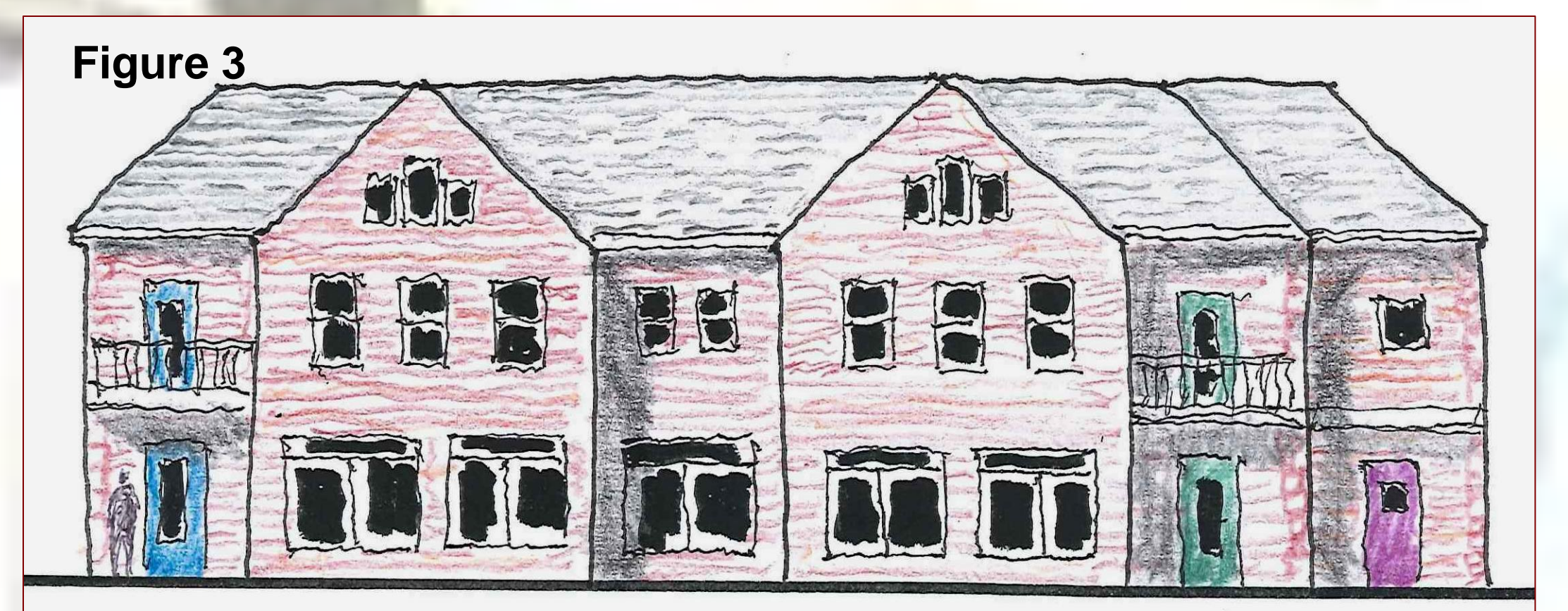


Southwest Corner of the W Broad St and Powell Ave Intersection

Figure 2 and 3 illustrate the top 2 preferred development concepts.

Concept 2

- ❖ One-story building is set 10 to 15 feet from the edge of the street to create wide sidewalks.
- ❖ Access from the street is emphasized and parking is provided to the rear of the building.
- ❖ Overall, the illustrated concept is consistent with design standards presented in this plan.



Concept 3

- ❖ Two-story building that potentially includes retail, office, residential uses.
- ❖ The building is set 10 to 15 feet from the edge of the street to create wide sidewalks.
- ❖ Balconies are used to create activity on the street.
- ❖ Access from the street is emphasized and parking is provided to the rear of the building.
- ❖ Parking under the building for the residential units is also a possibility.
- ❖ Overall, the illustrated concept is consistent with design standards presented in this plan.

Great Western Area (Broad/Wilson)

Redevelopment of the Great Western area could take shape in a phased approach.

Less Intense Redevelopment Phase

- ❖ Emphasize the appearance of Broad St.
- ❖ Improvements could include: façade improvements, infill of new buildings that follow Regional Commercial Overlay (RCO) standards, sidewalks and bikeways, landscape, parking lot standards, signage, and landscaping

More Intense Redevelopment Phase

- ❖ Radical restructuring of the area.
- ❖ Improvements could include: grid network of streets, green space, reduce amount of parking pavement, medium density residential, more aggressive demolition.

